

AN UNBEATEN CUTTER

The Daring Was the Fastest Racer In Our Navy.

HER MOST FAMOUS VICTORY.

It Was Over the Crew of the Iron Duke, a British Man-of-war, and Was Decisive—Why the American Band Played the British National Air.

The fastest racing boat that ever brought shekels and glory to the American navy or to any other, for that matter, was the cutter Daring.

When she went down with the Vandalia in the great storm which sank almost every vessel in the harbor of Samoa she left behind her an unbroken record of victories.

None of these was more sensational than the one she easily plucked from a crew of the Iron Duke when the Daring was attached to the Wisconsin, then on the Asiatic station. Appropriately enough, the crushing defeat was administered in centennial year, 1876, and it was the more significant because the English boat had given the challenge and had fairly rushed upon its fate.

When a bluejacket wants a race he goes about it in his own peculiar fashion. He doesn't write out a challenge and send it with due formalities. He does not appoint a committee to extend it. He does not "post notice in a conspicuous place."

He simply lowers his boat, climbs into it to the number of twelve or fourteen, pulls toward the ship whose crew he wants to race, tosses his oars as he comes under her bow, and there you are. The challenge has been given in the sight of the whole harbor.

This sort of invitation doesn't mean that the other crew is to hustle into its boat for a race right then and there. On the contrary, there is a lot of preliminary work yet to be done, much of it being of a strictly financial nature.

Thousands of dollars change hands over these races. The officers themselves are generally ready to back the honor of their own ship with substantial proof of their loyalty.

As for the average sailor man, he digs up every cent he can rake and scrape. As a winner of these shekels the Daring, as before mentioned, is of blessed memory, except to her rivals.

Of these latter none was more confident than the Iron Duke crew. The Wisconsin was already at anchor when the British vessel came into the harbor one fine day, her advent being greeted with the usual attention every newcomer commands.

She hadn't been in very long before she lowered a boat. The men on the Wisconsin idly watched. They continued to observe, but without much concern, as the British cutter was pulled toward the Wisconsin, heading across her bows.

Then the unexpected happened. To the surprise and intense delight of the Americans, up went the British oars, and a little thrill of excitement swept the widening ripple around the harbor. A challenge had been given. A race was to come.

And it was a race that meant a whole lot more than a mere contest between two crews. It involved a contested principle of boat building.

The British believed in a substantial, seaworthy, solid craft. The Americans made their cutters lighter and more graceful, contending at the same time that the fine lines which made their boats beautiful did not make them the less seaworthy.

The day for the race was set, a course of three and a half miles designated and the wagers piled up on both sides. But when the day came there was a high wind, making the going so rough that the Americans, thinking that it wouldn't be a pretty race, proposed putting it off.

Not much! The British thought they saw through the proposal. They imagined the Americans were afraid, and they saw a glorious opportunity to prove their wisdom in sacrificing beauty to seaworthiness. They were as firm as nobody but an Englishman can be. The race must go on.

And it did. You bet it did! And the Daring came skimming in a whole half mile ahead—a half mile, if you please.

While the Iron Duke's crew were plugging through the waves by main force the Daring cut across them and over them like the thing of delight she was. And, while she was as dry as a carter's ear, the Iron Duke's were bailing to keep themselves afloat.

Well, you can imagine whether there was joy aboard the Wisconsin. But

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the officer could afford to be generous in victory, so the band was ordered to play "God Save the Queen."

A British naval officer was standing with an American officer on shore watching the finish, and when the band struck up he turned to the American in bewilderment.

"That's funny!" he said. "Your boat comes in ahead, and yet they're playing 'God Save the Queen.' I don't understand."

"Well," said the American, "if God won't save the queen now she might as well give up. Nothing earthly can."

The Daring was built at New York about 1871 and was so far superior to the boats she competed with that another cutter was constructed on very much the same lines, but with what were thought to be some improvements. She was called the Magic, and, next to the Daring, she was the best racing boat in the navy. But up to the time of her loss the older boat was unbeaten even by her newer rival.—Washington Post.

RICHARD MCCURDY COMING HOME.

NEW YORK, Jan. 17.—It is rumored in New York that Richard A. McCurdy, the aged ex-president of the Mutual Life Insurance Company who has been abroad since the insurance scandal several years ago, is on the Atlantic bound for New York. Servants have been instructed to have the family residence at Morristown, N. J., ready on January 23. It is said Mr. McCurdy and his wife sailed Wednesday, the only ship leaving on that day being the Adriatic, which is due in New York January 22. Mr. McCurdy has been ill during the greater part of the time since he left America and it is said that Mrs. McCurdy is also seriously ill.

It is a fortunate thing for men that pretty girls are usually particular girls.

Rank Foolishness.

"When attacked by a cough or a cold, or when your throat is sore, it is rank foolishness to take any other medicine than Dr. King's New Discovery," says C. O. Eldridge, of Empire, Ga. "I have used New Discovery seven years and I know it is the best remedy on earth for coughs and colds, croup, and all throat and lung troubles. My children are subject to croup, but New Discovery quickly cures every attack." Known the world over as the King of throat and lung remedies. Sold under guarantee at Chas. Rogers' drug store. 50c and \$1. Trial bottle free.

DIED OF EXPOSURE.

CHICAGO, Jan. 17.—A despatch to the Record-Herald, from Orrville, Ohio, says: His limbs frozen in a night spent wedged in a woodbox, into which he had fallen head first at his home here, James Taggart, 92 years old, uncle of Major Elmore Taggart, of army divorce fame, died of exposure yesterday. Taggart and Horace Greeley were close friends, the Ohioan visiting the New York editor frequently. Taggart has been wealthy but signing of bail bonds for a score of men who fled wrecked his fortune.

The Overcoat.

Probably in no other department sartorial is there exhibited so much indifference to hygienic considerations as in the overcoat. The greatest fallacy of all perhaps in regard to the choice of an overcoat is that the terms "weight" and "warmth" are synonymous. As a matter of fact, they are nearly always diametrically opposed. Moreover, the heavy overcoat is a tax on the resources of the organism and destroys the economy which a good insulating cloth is intended to secure.—London Lancet.

What a Woman Says.

Singleton—I want to ask you a question, old man. Wedderly—Come on with it, Singleton—Does a woman always mean what she says? Wedderly—During courtship she doesn't, but after marriage you bet she does.—Chicago News.

Sounds Possible, but Not Likely. "I've thought of a novel effect for my new melodrama."

"What is it?" "The villain lights a cigar during the snowstorm, thus setting the snowstorm adre."—Washington Herald.

Heavy Work.

Mr. Younghub—Did you bake this bread, darling? Mrs. Younghub—Yes, dear. Mr. Younghub—Well, please don't do anything like that again. You are not strong enough for such heavy work.

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FAIR EXCHANGE.

A New Back for an Old One—How it is Done in Astoria.

The backaches at times with a dull, indescribable feeling, making you weary and restless; piercing pains shoot across the region of the kidneys, and again the loins are so lame to stoop is agony. No use to rub or apply a plaster to the back in this condition. You cannot reach the cause. Exchange the bad back for a new and stronger one.

Mrs. Nancy Sewell, living on Jefferson street, Hillsboro, Ore., says: "I have used Doan's Kidney Pills and think very highly of them. My kidneys were too frequent in action and forced me to arise many times during the night. My back was so sore and lame that I could not stoop or bend over. I tried liniments and plasters, but without any good results. At last Doan's Kidney Pills were brought to my attention and I procured a box. In a short time, the pains left my back and my kidneys were restored to their normal and natural condition. I am now well and free from kidney trouble and do not hesitate to recommend Doan's Kidney Pills to other sufferers."

Plenty more proof like this from Astoria people. Call at Chas. Rogers' drug store and ask what his customers report. For sale by all dealers. Price 50 cents. Foster-Milburn Co., Buffalo, New York, sole agents for the United States.

Remember the name—Doan's—and take no other.

CHINA BUYING GUNS.

PARIS, Jan. 17.—China passed an important and urgent order for quick-firing guns in Paris. Whether the guns were purchased owing to the acute relations between China and Japan on account of internal troubles in China is unknown here.

Lane's Family Medicine will give you a digestion that will permit you to eat good things instead of "health foods" of various sorts that are as palatable as hay.

CALLED UPON TO FURNISH WORK.

NEW YORK, Jan. 17.—Resolutions calling upon the public officials of Greater New York to appropriate immediately a sufficient sum of money for

the purpose of starting up public work that will give employment to a large number of those now unemployed were passed by the delegates of the Central Federated Union last night. After several speakers had dwelt upon the abnormal conditions now existing in the labor market here and the need for pub-

lic relief of some sort, Comptroller Metz, present by invitation, together with other city officials, answered charges that the Federation and some of the preceding speakers had brought against him. He said the city's failure to undertake more public improvement work was largely due to the failure of property owners to pay their assessments for such work. Mr. Metz said the

amount of such unpaid assessments was \$535,000, the delinquency having the effect of holding up nearly 200 bids for improvement work.

The Federation resolutions further call upon the state and national authorities to "open up the channels of employment to a large number of the unemployed throughout the nation."

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